

THE MONEY MARKET.

There was no business transacted in Wall st. to-day, both the Stock and Gold Boards being closed.

BANKING AND FINANCIAL.

HARVEY FIRE. A. S. HATCH.

FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau-st., New-York, Jan. 2, 1871.

The earnings of the CENTRAL PACIFIC RAILROAD for 1870 reach nearly \$8,000,000, of which about \$3,000,000 is net after paying operating expenses. This is an increase over the previous year in Gross Earnings of \$2,200,000, and in Net Earnings of \$1,300,000.

The earnings for the coming year, by a moderate

The earnings for the coming year, by a moderate estimate based upon reliable data, it is believed will exceed \$10,000,000.

The security of the principal, and the assurance of regular and prompt payment of interest, which are afforded in the valuable property, and immediate revenue of the Road render these bonds as safe and reliable an investment as can be made. They are daily quoted on the regular call of the New-York Stock Exchange, and of several of the most important Stock Exchanges of Europe, and can be as readily sold at quoted market price as the bonds of the U. S. Government.

We deal in them as freely as in Government Bonds, and are prepared to supply them in Exchange for 5-20s., or for new investments at current market price.

FISK & HATCH.

INDIANAPOLIS, BLOOMINGTON AND WESTERN SEVEN PER CENT GOLD LOAN.—The Bonds are secured by a mortgage over 235 miles of completed rail way, from Indianapolis, Ind., west to Pekin, Ill., which has a large equipment and is doing a large and rapidly increasing business. The Road connects with most of the leading lines to the Atlantic and Pacific, making a central trunk route from ocean to ocean over sixty miles shorter than any other route.

The Bonds have nearly all been marketed during construction. The few remaining we offer at 94 and interest, in currency.

TURNER BROTHERS,
Bankers, 14 Nassau-st.

ELIZABETHTOWN AND PADUCAH, KY., FIRST MORTGAGE 8 PER CENT CONVERTIBLE BONDS.—We offer to sell the Bonds of the above Railway Company, which is being pushed vigorously to completion, and will connect the important cities of Louisville and Paducah, at \$74 and accrued interest. These bonds can be registered at the option of the holder. We recommend the above as a very safe and desirable investment. Full particulars upon application to

NORTON, SLAUGHTER & CO.,
WILLIAM ALEXANDER SMITH & CO.,
HALLGARTEN & CO.

BURLINGTON, CEDAR RAPIDS, AND MINNEAPOLIS FIRST-MORTGAGE SINKING-FUND CONVERTIBLE SEVEN PER CENT GOLD BONDS.—The small remaining balance of the Loan for sale at 90 and accrued interest.

These bonds return about double the rate of interest which United States Five-Twenties pay, while the security is as safe and fully equal to that of any railroad bond issued.

HENRY CLEWS & CO.,
32 Wall-st.

VERMILYE & Co, Bankers,
116 and 18 Nassau-st., New York

Offer to investors the following Securities:

LONG ISLAND RAILROAD 1st Mortgage 7 per cent Bonds.

SOUTHERN CENTRAL RAILROAD (of N. Y.) 1st Mortgage 7 per cent Bonds.

KALAMAZOO AND WHITE PIGEON RAILROAD 1st Mortgage 7 per cent Bonds (interest guaranteed by Lake Shore and Michigan Southern Railroad Co.)

THE UNION DEPARTMENT, STATE OF ARKANSAS.

TREASURY DEPARTMENT. **LITTLE ROCK, Dec. 15, 1870.** {
The coupons due Jan. 1, 1871 on the six per cent
Funded Debt bonds of this State will be paid on and
after that date upon presentation at the Union Trust
Company in the City of New-York.
HENRY PAGE, State Treasurer.
D. B. SICKELS, Financial Agent.

NOTICE.—The interest due Jan. 1, 1871, on the
Bonds of the State of Georgia will be paid, on and
after that date, upon surrender of the coupons, at
the Fourth National Bank, New-York.
Bonds of the State of Georgia, as they mature,
will be paid upon at the Banking
House of **HENRY CLEWS & Co.**, 32 Wall-st., New
York. **REUBEN B. BULLOCK, Governor.**
Executive Department, State of Georgia, Atlanta
Nov. 19, 1870.

NEW-YORK CATTLE MARKET.

RECEIPTS
FOR THE WEEK ENDING MONDAY, JAN. 2, 1871.
Bovine, 10,000 head. Swine, 10,000 head. All kinds,

5,570	770	21,157	19,049	47,164
These were sold at the following rates:				
	Bees.	Cow.	Yenks.	Sheep.
Hand-sifted, Dr. Dye-Yu	2,373	38	217	475
Hand-sifted, Dr. Dye-Yu	1,484	3	5	54
New-Jersey Stock-Yenks	1,584			9,227
Port-sing-hait, N. Revex			4,997	8,777
Port-sing-hait, N. Revex			8,674	8,777
At Chamberlin		21	50	5,829
At Chamberlin		400		
Rec'd last week	8,570	73	950	35,058
At weekly rate for 1890				27,713
				17,108

PRICES OF CATTLE TO-DAY.		Cents @
Premium Cattle		155 @ 16
Prime to Extra Bullheads		155 @ 16
First quality		145 @ 16
Second quality		135 @ 16
Third quality		125 @ 16
Cattle of ordinary than Steers, Oxen, and Cows		10 @ 14
Infants or heaviest		10 @ 14
Range of the market to-day estimated at		135 @ 16
Extreme range of prices from		10 @ 14

WHERE THIRTYTHREE ARE FROM—Illinois, 4,027; Ne York, 400; Texas, 362; Ohio, 354; Kentucky, 237; Canada, 189.

BEEVES—The total of 5,579 cattle for the week, though more than last week's supply, prove more than enough, and a few hundred of the 4,923 on sale to-day go overboard. The market is not so tight as it was a few days ago, but a little way toward lessening the demand for live stock. The prospect is that we shall have more cattle on the market than we can dispose of. If the railroads do not give more attention to getting livestock trains through on time, drovers may turn to killing the animals on the spot. The market is not so tight as it was in the past. The greatest complaint is on the Lake Shore road, where some of the drovers were detained for a week. The market is not so tight as it was in the past. The greatest complaint is on the Lake Shore road, where some of the drovers were detained for a week. The market is not so tight as it was in the past. The greatest complaint is on the Lake Shore road, where some of the drovers were detained for a week.

For to-day's market we had 11 cars at One-hundred and thirty-five cents per hundred pounds. The market is not so tight as it was in the past. The greatest complaint is on the Lake Shore road, where some of the drovers were detained for a week. The market is not so tight as it was in the past. The greatest complaint is on the Lake Shore road, where some of the drovers were detained for a week.

Trade was very slow, retail butchers, and especially those from the suburbs and country around, keeping New York. The market is not so tight as it was in the past. The greatest complaint is on the Lake Shore road, where some of the drovers were detained for a week. The market is not so tight as it was in the past. The greatest complaint is on the Lake Shore road, where some of the drovers were detained for a week.

different, only the cattle wouldn't sell. Texas is not

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